

SAILING DIRECTIONS CORRECTIONS

PUB 143 6 Ed 1994 LAST NM 47/99

Page 11—Lines 24 to 28/L; read:

including repair quays, 305 to 430m long, with dredged depths of 8.0 to 10.6m alongside, which can handle vessels up to 550,000 dwt.

In addition, there are three main graving docks. The largest is 420m long and 80m wide, with a depth of 8m over (33(3067)99 Taunton; US CH 37326) 49/99

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Page 5—Lines 1 to 46/L; read:

Vessel Traffic Service.—A Vessel Traffic Service (VTS), known as “Flint VTS”, covers the geographical area around the Flintrannan Channel and has been temporarily established during the construction period of the Oresund Link. The primary purpose of the VTS is to give vessels necessary information in order to avoid dangerous navigational situations in the vicinity of the working areas.

Flint VTS covers the Swedish part of The Sound from Malmo Redd Lighted Buoy (55° 38.5'N., 12° 56.8'E.) to Flintrannan SV Lighted Buoy (55° 31.0'N., 12° 44.2'E.) and Hollviken Lighted Buoy (55° 30.7'N., 12° 50.9'E.).

This system uses VHF channels 16 and 74. The VTS center is situated at Malmo pilot station. The system is voluntary, however, vessels passing through the area are strongly recommended to participate.

Vessels over 50 grt or over 25m in length and vessels towing, including tows over 25m in length, are requested to contact Flint VTS on VHF channel 74 (in English or Swedish).

Vessels not able to communicate on VHF are requested to report at least 2 hours prior to the passage directly by telephone or via a Danish or Swedish coastal radio station.

Vessels with no obligation to report, but fitted with VHF, should maintain a listening watch on channel 74.

Participating N-bound vessels should report to Flint VTS as follows:

1. When passing M41 Lighted Buoy (55°24.0'N., 12°40.5'E.).
2. After passing Falsterbo Canal (55°25.3'N., 12°55.4'E.).
3. When passing Flintrannan SV Lighted Buoy (55°31.0'N., 12°44.2'E.).
4. When passing Hollviken Light (55°30.7'N., 12°50.9'E.).

Participating S-bound vessels should report to Flint VTS as follows:

1. When passing Pinhatten Light (55°45.3'N., 12°52.1'E.).
2. When passing Malmo Redd Lighted Buoy (55°38.5'N., 12°56.8'E.).

Participating vessels within the VTS area should report to Flint VTS as follows:

1. When leaving a port.
2. When changing the intended route.
3. When anchoring or leaving an anchorage.
4. When involved in an accident, collision, grounding, or incident reducing the safe navigation of the vessel.

Reports to Flint VTS should contain the following information:

Designator	Information Required
A	Vessel name and call sign.
B	Time (in GMT/UTC) if report submitted through a coast radio station.
C	Geographical position given by two four-digit groups; or (D) True bearing and distance given in miles from an identifiable point (state name).
E	Course (N-bound or S-bound).
F	Speed in knots (two digits).
J	State whether pilot is on board.
O	Draft.
Q	Brief details of defects, deficiencies, or restrictions of maneuverability.

Flint VTS broadcasts pertinent navigational information on VHF channel 74 after an announcement on VHF channel 16.

Flint VTS can recommend suitable anchorages for vessels needing to anchor for repairs or to await an improvement in weather conditions.

Caution.—Fishing is carried on extensively in The Sound (BA NM 21, 25, 27/99) 49/99

Page 15—Line 17/R; insert after:

Oresund Link.—The Oresund (The Sound) fixed railroad and traffic link extends from the vicinity of Kobenhavn Airport (55°37'N., 12°40'E.) to the vicinity of Lernachen (55°34'N., 12°55'E.) on the Swedish coast. It passes S of Saltholm and then transverses Flintrannan. See paragraph 1.1 for more information.
(NIMA) 49/99

Page 22—Lines 7 to 10/L; read:

Regulations.—No vessel whose draft exceeds the depth officially (BA NM 25/99) 49/99